Final

Transportation and Disposal Plan Parcel A′ Phase I Development Hunters Point Shipyard

Prepared for

Lennar/Bayview Hunters Point

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Acronyms

BMP	Best Management Practice
CCR	California Code of Regulations
CFR	Code of Federal Regulation
CHP	California Highway Patrol
DTSC	Department of Toxic Substances Control
HPS	Hunters Point Shipyard
RCRA	Resource Conservation and Recovery Act
TSDF	Transportation, storage, and disposal facility
USEPA	Unites States Environmental Protection Agency

1.0 Introduction

1.1 Document Objective

The objective of the transportation and disposal plan is to handle, transport, and dispose of all materials according to the pertinent regulations in an environmentally sound and safe manner. This plan is submitted by Lennar/Bayview Hunters Point to the City and County of San Francisco as part of the building permit application process for upcoming subsurface activity at the Hunters Point Shipyard (HPS) Parcel A in San Francisco, California. CH2M HILL prepared this transportation and disposal plan (T&DP) in accordance with the requirements of the permit review process established in Article 31, Sec. 3121 of the City and County of San Francisco Health Code, and in accordance with the Department of Toxic Substances Control document, *Guidance for Developing Transportation Plans for Removal or Remedial Actions*, dated May 19, 1994.

This plan has been prepared as a master plan for the Hunters Point Parcel A' Phase I development project. The purpose of this plan is to meet the requirements of the permit process established in Article 31 of the City and County of San Francisco Health Code, satisfy other applicable regulations, and provide a framework for the contractors performing work at the site. This plan is not intended to provide an exhaustive list of requirements but establishes minimum standards for the work being performed. The contractor must prepare and submit for review prior to commencing work, an activity-specific transportation and disposal plan that meets the general standards of this plan and state and local requirements and describes the training, procedures, and documentation that will be implemented to comply with the requirements of this plan and other pertinent regulations.

1.2 Site Description

Parcel A consists of Parcel A-1 (also known as Parcel A East) and Parcel A-2 (also known as Parcel A West) of the Hunters Point Shipyard, as defined in two separate Quitclaim Deeds both recorded on December 3, 2005. Parcel A is approximately 75 acres and is located in the northern portion of the HPS, as depicted in Figure 1 (Attachment 1). Currently, approximately 64 buildings are present on Parcel A, 45 of which are former residences. In addition to the 64 buildings, the foundations of 43 former structures are also located in Parcel A. Parcel A contains storm drains, steam lines, a sanitary sewer system, electrical transformers, and an active natural gas distribution system that serves Buildings 915 and 916. Asphalt, buildings, or other structures cover most of the lowlands. Open space at Parcel A is vegetated or bare soil. The Phase I horizontal development project will be confined to Parcel A' Hilltop and Parcel A' Hillside, as shown in Figure 1, Attachment 1.

1.3 Site History

Multiple environmental investigations have been performed at HPS Parcel A. Between 1984 and 1993 facility-wide, initial preliminary assessments were conducted at HPS. In 1995, the Navy performed a remedial investigation of Parcel A to characterize the nature and extent of constituents in soil within the parcel. United States Protection Agency (USEPA), the DTSC, and the Regional Water Quality Control Board concurred with the findings of the Parcel A investigations and signed the Parcel A Record of Decision in November 1995. The Parcel A Record of Decision approved by the USEPA and co-regulatory agencies, is the decision document demonstrating that the Navy has taken all necessary remedial actions to comply with Section 120(h)(3) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980. A final Finding of Suitability to Transfer for Parcel A, which documented completion of the National Environmental Policy Act process, was signed in October 2004.

1.4 Phase I Scope of Work

Parcel A' Phase I construction will develop the horizontal infrastructure to support later development. The work will consist of demolition of existing structures and utilities, mass site grading, and construction of infrastructure including utility system upgrades and roads.

1.5 Certification

In accordance with the requirements of Article 31, this plan has been prepared under the supervision of a professional engineer registered in the State of California.

2.0 Waste Transportation and Disposal

2.1 Characteristics of Waste

The contractor is responsible for characterization of the waste prior to transportation and disposal. Characterization for disposal shall be in accordance with the requirements of Title 22 of the California Code of Regulations, Division 4.5, Chapter 11 and the requirements of the disposal facility. Characterization for transportation shall additionally be in accordance with Title 49 of the Code of Federal Regulations, Parts 172 and 173. The contractors shall document waste characterization in their activity-specific Transportation and Disposal Plans.

The waste to be transported may be characterized as belonging to one of three categories:

- Category 1: California Hazardous
- Category 2: Resource Conservation and Recovery Act (RCRA) Hazardous
- Category 3: Non-hazardous

These disposal categories determine which disposal facilities can accept the waste, as described in more detail below.

In addition, pursuant to Mitigations Measure 8.A, regarding naturally-occurring asbestos, excavated material containing greater than 1 percent asbestos by weight, shall be characterized, transported and disposed in compliance with applicable state and federal hazardous waste management laws.

2.2 Waste Source

The known sources of waste are demolition wastes including regulated asbestos-containing materials and lead-based paint-containing materials. In addition, potential waste sources consist of abrasive blast material, soil containing lead-based paint, and naturally-occurring asbestos-containing material.

2.3 Estimated Waste Quantity

The contractor is responsible for providing an estimate of the amount of demolition waste to be hauled off site. The potential quantity of soil containing lead-based paint will be determined by sampling and analysis during construction, as described in the *Sampling and Analysis Plan for the Evaluation of Lead-based Paint in Soil* (CH2M HILL 2005a).

Abrasive blast material, if encountered, will be managed in accordance with the *Contingency Plan for Management of Abrasive Blast Material and Unknown Hazardous Materials* (CH2M HILL 2005b). The potential volume of abrasive blast material is unknown. It is anticipated that the ABM will be removed and transported off site by the Navy's contractor.

2.4 Applicable Regulations for Waste Transportation

The contractor is responsible for complying with all applicable regulatory requirements listed as well as other applicable federal, state, or local laws, codes and ordinances, which govern or regulate transportation of wastes (including but not limited to Department of Transportation-HM 181 as per 49 Code of Federal Regulations [CFR] 172).

The following regulations are applicable to the management of the waste material generated from the construction activities:

- USEPA (40 CFR Parts 260-265)
- Department of Transportation (49 CFR Parts 100-199)
- California Code of Regulations(CCR) (Title 22)
- California Highway Patrol (CHP)
- DTSC
- Uniform Fire Code
- Occupational Safety and Health Administration

2.5 Destination of Waste

Hazardous and non-hazardous waste will be disposed only at a certified and permitted California landfill or an equivalent out-of state landfill.

The contractor is responsible for the selection of a facility acceptable to the owner's representative.

The list of facilities provided below is to be used as an example of available disposal sites. This list is not intended to be a disposal site selection.

2.5.1 Facility Identification – California or RCRA Hazardous

All wastes designated as California hazardous or RCRA hazardous will be hauled to one of the following landfill facilities:

- Waste Management Kettleman Hills
  35251 Old Skyline Road
  Kettleman City, California 93239
  888/543-9646

- Safety-Kleen
  2500 Lokern Road
  Buttonwillow, California 93206
  661/762-7372

- Safety-Kleen
  5295 South Garvey Road
  Westmoreland, California 92281
  760/344-9400

The contractor may identify an alternate facility if desired, but must submit the contact information to the site engineer for approval prior to hauling waste.

2.5.2 Facility Identification – Non-hazardous

All waste not designated as California Hazardous or RCRA Hazardous will be designated non-hazardous and hauled to one of the following landfill facilities:

- BFI Ox Mountain
  12310 San Mateo Road
  Half Moon Bay, California 94019
- WMI Kirby Canyon
  910 Scheller Ave.
  Morgan Hill, California
  408/779-2206
- WMI Altamont
  10840 Altamont Pass Road
  Livermore, California 94550
  925/449-6349
- WMI McKittrick Waste Disposal Site
  56533 Highway 58 West
  McKittrick, California 93251
- WMI Redwood Landfill
  8950 Redwood Highway
  Novato, California 94945

The contractor may identify an alternate facility if desired, but must submit the contact information to the site engineer for approval prior to hauling waste.

2.6 Transportation Mode

Trucks will transport all soil removed from the site.

2.6.1 Vehicle and Container Description and Capacity

The contractor is responsible for providing vehicle and container description and capacity.

2.6.2 Transporter Registration

All hazardous materials/waste transporters are required to posses a valid Hazardous Substance Removal Certification granted by the State of California, Contractor's State License Board; a valid Department of Transportation Hazardous Materials Certificate or Registration; and all other required certifications and insurance.

The transporters are required to use the uniform hazardous waste manifest form DTSC Form 8022A and/or USEPA Form 8700-22, aka the manifest).

2.7 Route to Highway

Current project drawings prepared by Korve Engineering (Figure HR-1 in Attachment 1) show the primary truck route for vehicles traveling from the site to Highway 280 southbound. Vehicles will exit the site directly from Donahue Street. When leaving the site, trucks will turn right on Innes Avenue, then bear right on Hunters Point Boulevard then continue ahead on Evans Avenue, turning right on 3rd Street, left on Cesar Chavez, then right on Pennsylvania Avenue to the southbound onramp to Highway 280. Trucks with a destination north on Highway 101 will remain on Cesar Chavez after the crossing under Highway 280 and proceed to make a right turn onto the entrance ramp to Highway 101 northbound.

To reach the site from Highway 101 northbound (as shown on Figure HR-1), trucks will take the eastbound Cesar Chavez exit, turn right on 3rd Street, left on Evans Avenue, then proceed as shown along Hunters Point Boulevard and Innes Avenue to the main site gate on Donahue Street. Trucks approaching from 101 southbound will take the eastbound Cesar Chavez exit and proceed as described above.

The contractor is responsible for confirming this truck route.

2.8 Transportation Hours

Trucks will be allowed to enter and leave the site during daylight hours.

2.9 Hazardous Road Conditions

No trucking will be conducted under inclement weather conditions such as heavy rains, bad visibility, high winds, etc.

2.10 Verification of Route Non-restriction by CHP

The contractor is responsible for the verification of CHP road restrictions.

2.11 Number of Vehicles per Day

The contractor is responsible for providing the total number of vehicles needed per day.

2.12 Traffic Control and Loading Procedures

The contractor is responsible for providing drawings designating the following locations: the temporary stop location for truck drivers who arrive prior to the loading schedule, the designated loading area, the truck-load weighing area, the truck decontamination area, and the exit procedures.

The soil will be loaded using a tire loader. The truck carrying the excavated material will be loaded so that soil does not extend above the walls of the truck bed and there is no leakage from any vehicle. Truck drivers will stay in the trucks while loading is in progress in order

to minimize the potential for exposing the driver to dust while the loading proceeds. Gentle loading will be performed to minimize the potential for spill or dust creation. Water spraying will be implemented to suppress potential dust while loading. No loading will be performed during unfavorable weather conditions (high winds or storms). Additional requirements for dust control are provided in the Dust Control Plan.

From the loading area, the driver will proceed to the staging area where hazardous material will be covered. Hazardous loads shall be tightly covered to prevent soils from spilling over the sides and back of the trucks. Nonhazardous materials will be handled in accordance with the best management practices (BMPs) defined in the SWPPP and Dust Control Plans. It is preferred that trucks transporting soil off site remain on paved roadways or drive onto geotextile-type fabric so that the tires do not pick up soil. If this is not possible, the truck will proceed to the tire washing/cleaning station.

The tire washing/cleaning station will be installed according to the provisions of the Dust Control Plan and the Stormwater Pollution Prevention Plan. Under no circumstances will a truck be allowed to leave the site without performing tire inspection and cleaning procedures. Trucks transporting soil off site shall not be allowed to track soil off the construction site.

Following washing/cleaning procedures, all trucks will pull forward to an inspection location prior to exiting the site. At this location all trucks will be inspected by a qualified individual and will receive the necessary paperwork. The inspection will include visual checking of tire conditions, latches, proper covering, placarding, and hauling documents. The inspection results will be logged in the daily construction logs.

A bill of lading will be prepared, in accordance to section 2.14 of this report, for all non-hazardous soil designated to be hauled to a non-hazardous landfill facility.

For hazardous wastes (RCRA, California Hazardous), a Uniform Hazardous Waste Manifest will be prepared in accordance to section 2.15.1 of this report.

2.13 Recordkeeping

2.13.1 Field Record

A daily log will be maintained by the resident engineer, in which the following information will be recorded for each load:

- Date of loading
- Time of loading
- Vehicle identification
- Truck driver's name
- Trucking company/transporter's name
- Approximate weight of load
- Comments or remarks
- Excavation date
- Location of excavation
- Excavated soil quantity
- Soil type
- Bill of lading or manifest number
- Landfill's name

A sample daily log has been provided as Attachment 2 of this report.

2.14 Bill of Lading Procedures for Non-Class 1 Material

A bill of lading will be prepared by the contractor to be submitted to the Resident Engineer by the end of the workday. This bill of lading will address each day's off-haul activities per vehicle for all excavated non-hazardous waste material loads for off-site transportation and disposal purposes.

Each bill of lading shall be numbered and consist of four identical (but different-colored) copies. The first copy will be signed by the driver and the Resident Engineer (after the truck is covered) and will be retained by the Resident Engineer before the truck leaves the site. The next three copies will be signed by the receiving facility after the waste excavated soil has been weighed and accepted. The contractor is responsible for giving back the second copy to the Resident Engineer after the landfill operator has signed it. The landfill will retain the third copy, and the contractor will retain the fourth copy.

The bill of lading shall contain:

1. Name, address and phone number of the transport company.
2. Name of the driver, a dated signature from the driver, vehicle license number, and trip number.
3. Weight as recorded at the landfill of waste excavated material.
4. Date of transport.
5. Original location of the excavated material (street location and cross streets).
6. Name, address and phone number of the receiving facility i.e., disposal facility. A dated signature from the receiving facility.
7. Name, address and phone number of the generator, project name and specification number.
8. A copy of each bill of lading and a certified weight ticket is an indication of the weight of the shipment, which has been received at the disposal facility. The Contractor shall furnish such information to the Engineer so payment can be made as per specification.
9. The transporter shall sign and date the bill of lading indicating that he or she has accepted the load described in the bill of lading on that particular day for that particular trip.

2.15 Hazardous Waste Manifesting Procedures

The Contractor is responsible for furnishing all labor, materials, equipment, and incidentals required to transport those materials identified as hazardous waste for the purpose of disposal.

2.15.1 Preparation and Handling of Waste Manifests

A Uniform Hazardous Waste Manifest will be generated for each load, to accompany the load to the disposal facility. Both the generator's representative and the truck driver will

sign the manifest. The Resident Engineer will retain the generator's copies of the manifest in the project folder for reconciliation with the manifests from the treatment, storage, and disposal facility (TSDF) upon receipt of the waste. The generator's blue copy of the hazardous manifest will be sent to DTSC within 30 days, in accordance with State law.

The contractor is responsible for providing and preparing the waste manifests and landfill profiles for each shipment of hazardous wastes from the site. The hazardous waste manifest and/or waste profiling and/or landfill service agreements have to be prepared and have to be approved by the landfill in advance of the off-haul. The contractor is responsible for consulting with the Resident Engineer for local requirements in filling out the forms.

The manifest should include a description of the contents of each truck carrying materials to the waste disposal site, including the weight of the waste materials. Weight, not volume, shall be used to measure waste quantities.

The contractor is responsible for preparing the manifest (on behalf of Lennar) in accordance with the applicable regulations under 40 CFR Parts 262 and 263 and 22 CCR Sections 66262 and 66263 (standards applicable to generators and transporters of hazardous waste)," including licensing, manifest system, record keeping, and discharges, and the "Mandatory City Information for the Manifest" listed below:

1. Manifest Item 1: The Generator's USEPA Identification (ID) Number for this Project (To Be Determined).

2. Manifest Item 3: Generator's Name and Mailing Address:

   Owner Name
   Street Address
   City, State Zip

3. Manifest Item 4: Generator's Phone Number:

   The Generator's Phone Number will be that of the Project Manager for the project.

4. Manifest Item 15:

   The following information is mandatory:

   Owner Name
   Project Name
   Project Location/Segment
   Specification No. For the Project
   Name of the Project Manager

5. Manifest Item B: The state generator's ID - Board of Equalization Number for this Project is To Be Determined.

6. Manifest Item I: The waste number for the State is To Be Determined for contaminated soil from site cleanups.

7. Manifest Item J: Include the following statement for soil disposal in Item J:

"Lennar applies for an exemption from the Board of Equalization Land Disposal Generator fees as per H&SC 25174.7, 25174.1, 25205.5 and 25345. The soils were excavated from beneath a public street."

The Resident Engineer is responsible for providing a hazardous waste generator identification number for use on the manifest. The contractor is responsible for providing the State transporter ID and phone numbers.

The licensed transporter is responsible for signing and dating the manifest indicating that he/she has accepted the load described in the manifest on that particular day.

The owner employee (and not the contractor) is responsible for signing the manifest for the "generator" of the waste.

The contractor is responsible for notifying the Resident Engineer, 72 hours prior to off-haul, of all excavated material. Off-haul shall occur between the hours of 8:00 a.m. and 4:30 p.m. Monday through Friday (excluding city holidays). If the manifest and other forms above are to be signed by the Resident Engineer during periods other than the hours stipulated above, the contractor should give an additional 72-hour advance notice to the Resident Engineer.

The Resident Engineer is responsible for signing and keeping the generator's copy (yellow) and the DTSC copy (blue) of the manifest and giving the remaining copies to the licensed transporter.

The licensed transporter is responsible for carrying the hazardous waste manifest with each truckload. Within 2 days of its return, the Contractor is responsible for providing the Resident Engineer with the completed waste manifest. The completed waste manifest shall be certified by the receiver of the waste shipment, confirming that the shipment was received at the waste treatment or disposal facility designated in the contractor's bid and certifying the weight of the shipment.

In the event that a waste manifest is not returned within 35 days of shipment, the contractor is responsible for initiating follow-up and documenting the follow-up effort in writing with an Exception Report, in accordance with 40 CFR 262.42 and/or 22 CFR 66262.42. The Contractor is responsible for providing a copy of the exception report to the Resident Engineer.

2.15.2 Driver's Record

The hazardous waste manifest (or bill of lading for non-hazardous debris) for each shipment is to be kept by the driver in the appropriate document pocket located in the driver's door. The driver is responsible for handing over the manifest or the bill of lading at the TSDF gate for signature and processing by the TSDF. The TSDF is responsible for sending the white copy of the hazardous waste manifest to the DTSC and the yellow copy to the generator within 30 days.

2.15.3 Plan Distribution

The Contractor is responsible for giving each truck driver a copy of the waste transportation and disposal procedures which includes complete instructions describing the route to be traveled and special instructions for emergency procedures and contacts.

2.16 Health and Safety

The contractor is responsible for preparing and submitting an activity-specific health and safety plan for the work being performed. The contractor's health and safety plan shall include the health and safety training provided to its workers.

The health and safety plans will be reviewed in conjunction with this plan so that it can be used to provide training for each truck driver prior to the start of the project.

Each truck driver will be given a copy of the health and safety plans to review and acknowledge by signature as an integral part of this plan. An emergency contact list is located in the activity-specific health and safety plan.

2.17 Emergency Response

The activity-specific transportation and disposal plan prepared by the contractor shall include a contingency plan for accidental offsite releases. The contractor shall communicate this plan to emergency service organizations, law enforcement agencies, and transportation authorities that have jurisdiction along the proposed route. The contingency plan shall contain sufficient information for emergency service organizations to determine if evacuation is necessary. The contingency plan shall, at a minimum, include contaminant descriptions, a hazard analysis, and possible methods for the containment and cleanup of an accidental release.

In the event of a breakdown:

The truck driver will arrange for repairs or emergency roadside service promptly. The truck driver will notify the transporter as soon as possible for any breakdown that results in lost time of delivery of the manifested load.

The transporter will notify the contractor immediately following the truck driver's notification.

The contractor will notify Lennar promptly following the transporter's notification.

In the event of an accident with no spillage of hazardous material:

The truck driver will arrange for repairs or emergency roadside service promptly. The truck driver will notify local Fire Department, CHP, and Police at **911.**

Following emergency services notification, the truck driver, transporter, and contractor will follow the notification procedures outlined above.

The contractor shall provide the transporter with contact information to report the incident to Department of Health Services within 24 hours as specified in CAT Title 22, Section 66560: Accident Reports.

> "Haulers of hazardous waste and operators of hazardous waste facilities shall report to the department by telephone or telegraph any incident within 24 hours of the time of occurrence, which results in or could result in a hazard to public health and safety, wildlife or domestic livestock, or could

result in the discharge of hazardous waste outside of a hazardous waste area designated in the operation plan. Department may require that a written report of the incident or accident be provided within 30 days."

In the event of an accident with spillage of hazardous waste material:

The truck driver will perform the steps outlined above as well as inform the transporter to mobilize a cleanup crew. In addition, the truck driver, transporter, and contractor will follow the notification procedures outlined above.

Additional detail on procedures to be followed in the event of a spill will be provided by the contractor as part of a contingency plan required as a preconstruction submittal.

3.0 References

CH2M HILL. 2005a. *Sampling and Analysis for the Evaluation of Lead-based Paint in Soil, Parcel A' Phase I Development, Hunters Point Shipyard.* April.

_____. 2005b. *Contingency Plan for Management of Abrasive Blast Material and Unknown Hazardous Material, Parcel A' Phase I Development, Hunters Point Shipyard.* April.

Attachment 1
Haul Route Plan

Insert Haul Log Figure from Korve (pdf)

Attachment 2
Parcel A′ Hunters Point Shipyard Daily Log (Example)

ATTACHMENT 2
Parcel A' Hunters Point Shipyard Offsite Disposal Daily Log
Date:
Prepared by:

Material Description/Origin (Location of Excavation or Deconstruction)	Quantity	Time of Loading	Vehicle ID	Driver's Name	Trucking Company	Bill of Lading or Manifest Number	Destination (Landfill Name)	Comments or Remarks